



## National Transportation Safety Board Aviation Incident Data Summary

Location:	Branson, MO	Incident Number:	DCA14IA037
Date & Time:	01/12/2014, 1810 CST	Registration:	N272WN
Aircraft:	BOEING 737 7H4	Injuries:	131 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

### Analysis

The flight crew briefed a plan to have radar vectors to the final approach course at Branson Airport and to use the RNAV (GPS) Runway 14 to line up on the final approach. The flight crew programmed the flight management system for the approach and set up the onboard navigation systems accordingly; including the use of distance measuring equipment from another approach navigation aid to provide additional situation awareness. During descent, the flight crew discussed the navigation information displayed, compared it to the lights they could see on the horizon, and confirmed what they believed to be the airport beacon based on that comparison early in the descent.

The approach controller cleared the flight direct to the final approach fix depicted on the RNAV approach to the runway of intended landing. While still about 20 miles from the destination airport, the approach controller advised the crew the airport was located at their 11 o'clock position and 15 miles although at the time, that position more closely approximated Downtown Airport. Branson Airport was slightly left at their 10 o'clock position and almost 20 miles. The flight crew called the airport in sight and accepted a visual approach clearance and handoff to Branson control tower. Upon checking in with Branson Tower, the crew was cleared to land on runway 14 at Branson.

When the crew identified what they believed to be Branson Airport early in the descent, they did not crosscheck or verify the airport position using onboard navigation after that point. Perceiving they were a little high on the approach into Downtown Airport, they widened the base leg for descent and then descended below approach control radar coverage as they turn onto final approach. Therefore, from the perspective of the approach controller this appeared to be a normal flight path into Branson Airport up to the point when radar contact was lost.

Instead, the flight crew lined up on final approach to runway 12 at Downtown Airport and proceeded to land. The captain recognized the error soon after touchdown when he realized the runway was shorter than expected and he applied maximum braking, coming to a stop about 300 feet from the end of the paved surface.

### Flight Events

Approach - Course deviation

Landing - Miscellaneous/other

### Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this incident to be:

The Flight crew's failure to properly identify the airport and runway of intended landing.

Contributing to the incident was the flight crew's failure to comply with procedures for use of navigation information and visual cues to verify the airport and runway of intended landing and the air traffic controller's issuance of erroneous airport geographic information without including the location of proximate airports.

## Findings

Personnel issues-Action/decision-Info processing/decision-Identification/recognition-Flight crew - C  
Personnel issues-Task performance-Use of equip/info-Use of equip/system-Flight crew - F  
Personnel issues-Task performance-(general)-(general)-Flight crew - F  
Personnel issues-Action/decision-Action-Incomplete action-ATC personnel - F

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	58
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane; Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	(Estimated) 15700 hours (Total, all aircraft), 10400 hours (Total, this make and model), 9035 hours (Pilot In Command, all aircraft), 188 hours (Last 90 days, all aircraft), 63 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Co-Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	62
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	(Estimated) 20538 hours (Total, all aircraft), 9880 hours (Total, this make and model), 8295 hours (Pilot In Command, all aircraft), 125 hours (Last 90 days, all aircraft), 55 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BOEING	<b>Registration:</b>	N272WN
<b>Model/Series:</b>	737 7H4 7H4	<b>Engines:</b>	2 Turbo Fan
<b>Operator:</b>	SOUTHWEST AIRLINES CO	<b>Engine Manufacturer:</b>	CFM INTL
<b>Operating Certificate(s) Held:</b>	Flag carrier (121)	<b>Engine Model/Series:</b>	CFM56-7B24
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	KBBG, 1302 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	12 knots / 23 knots, 150°
<b>Temperature:</b>	17° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Chicago, IL (KMDW)	<b>Destination:</b>	Branson, MO (KBBG)

## Airport Information

Airport:	M. Graham Clark Downtown (KPLK)	Runway Surface Type:	Asphalt
Runway Used:	12	Runway Surface Condition:	Dry
Runway Length/Width:	3738 ft / 100 ft		

## Wreckage and Impact Information

Crew Injuries:	7 None	Aircraft Damage:	None
Passenger Injuries:	124 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	36.625833, -93.228889 (est)		

## Administrative Information

Investigator In Charge (IIC):	David Helson	Adopted Date:	09/02/2015
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88667">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88667</a>		

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